

~~SECRET~~

REPORT NO.

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 12 Sept. 1951

SUBJECT Zilina-Cierna nad Tisou Railroad Line

NO. OF PAGES 3

25X1A

C 2726

NO. OF ENCLS. 1*
(LISTED BELOW) 25X1A

ACQUIRED

RETURN TO CIA
LIBRARY 2

SUPPLEMENT
REPORT NO.

DATE OF INFO. To Apr11 1951

1. The work of converting the Zilina (Q50/092)-Spisska Nova Ves (R49/D87)-Kosice(R49/E34)-Cierna nad Tisou(R49/E92) railroad to a double-track line has progressed to the point where the first section, Zilina-Ruzomberok(Q50/C99)-Poprad/Tatry (Q50/D68)-Spisska Nova Ves, is completed. From Spisska Nova Ves to Vitkovce (R49/D96) the terrain offers few obstacles to construction, and this section is almost completed, too. Ballast top is being rolled and sleepers and rails are being laid.
2. The Vitkovce-Krompachy (R49/E06) section poses a more difficult problem. Rocky areas have to be blasted, viaducts constructed, and roadways straightened. Between Vitkovce and Olcnava(R49/D96) a steel viaduct 85 m. long and 22 m. high supported on reinforced concrete pillars has been built. A bridge 10 m. long and 12 m. high has been constructed over the Olcnava Creek some 250 m. west of the Olcnava station. West of Krompachy a new double-track viaduct 450 m. long and 40 m. high has been built across the Hornad River to eliminate a curve in the road.
3. The Krompachy-Kluknava (R49/E16)-Margecany (R49/E16)-Kysak (R49/E25) stretch presents the most serious construction difficulties and will probably require until November 1952 to complete. In order to lay the double track, it was necessary to cut a pass 1000 m. long out of the rock near Rychnava (R49/E06). The roadway was also straightened at this point. West of Margecany a steel bridge 30 m. long and 22 m. high was built to span the Hornad River. Near Rolava Hut (R49/E16) a tunnel is being drilled through the rock alongside the existing single-track tunnel to make way for another track. Work is being done from both sides, but having to cut through basaltic rock has slowed the progress considerably, and therefore, the tunnel is only halfway finished. When complete, it will be 800 m. long. From the tunnel to Mala Lodina (R49/E26) the embankment along the Hornad has to be walled for a distance of 5 km.

CONFIDENTIAL

CLASSIFICATION ~~SECRET~~

[illegible]

Document No. 26
No Change In Class. ☐
☐ Declassified
00457R0006002300008-8C
Auth: HR 70-2
Date: 2/10/87 By: 229

CONFIDENTIAL

SECRET

25X1A

CENTRAL INTELLIGENCE AGENCY

- 2 -

West of Kysak a new bridge about 120 m. long and 12 m. high has been built over the Hornad, and south of the town a single-track bridge 40 m. long has been built over the same river. North of Kostolany (R49/E35) a bridge 150 m. long was constructed over the Hornad. A new single-track bridge spans the Hornad south of Teplicany (R49/E35), and north of Tahanovce (R49/E34) a single-track tunnel 250 m. long has been built alongside the old one.

4. As a result of double tracking it was necessary to enlarge railroad stations at Margecany and Kysak. The station at Kysak now has 34 tracks.
5. Work on the northeastern branch of the railroad (Kysak-Presov (R49/E37)-Vranov/Teplou (R49/E65)-Strazske (R49/E75) Humenne (R49/E86)-Medzilaborce (R50/E89), was slowed down considerably when machinery and manpower were withdrawn from that section and were brought to work on the Spisska Nova Ves-Kosice line. To date a second track has been laid only from Kysak to Kendice (R49/E36) and from Medzilaborce to Koskovce (R50/E87). Men and machinery were also transferred to the Spisska Nova Ves - Kosice section from the north central branch Podolinec (R50/Y80)-Orlov/Plavec (R50/Z00), with the result that work on that line has all but ceased for the time being.
6. None of the Spisska Nova Ves-Kosice section has been electrified yet, and no apparent preparations are being made to erect overhead power lines. However, along the Zilina-Vrutky-Ruzomberok stretch, poles for overhead power lines have been erected but are still without wires. Once the railroad is electrified, power will be supplied for the eastern section by the hydro-electric plant at Krompachy and for the western section by the power plant at Ustie nad Oravou (Q50/Y12).
7. Technical equipment used on the Spisska Nova Ves - Kosice line includes the following:
 - 21 excavators from 0.5 cu. m. to 1.0 cu.m. capacity
 - 14 field track Diesel locomotives
 - 35 sets of field track (15 cars per set)
 - 90 compressed air drills
 - 145 concrete mixers (250 - 8,000 liters capacity)
 - 26 Diesel rollers

8. Supply depots are located in the following places:

| | |
|-----------------------|---|
| Markusovce (R49/D86) | rails, sleepers |
| Vitkovce | rails, sleepers |
| Kluknava (main depot) | gasoline, oil, coal, timber, coke, explosives, machinery, sleepers, rails |
| Margecany | rails, sleepers |
| Krompachy | rails, sleepers |
| Kysak | rails, sleepers |
| Kostolany | rails, sleepers |

CONFIDENTIAL

~~SECRET/CONTROL - U. S. OFFICIALS ONLY~~

~~SECRET~~

25X1A

CENTRAL INTELLIGENCE AGENCY

- 3 -

- F-6 9. The traffic branch of the Czechoslovak Building Works CsSZ is in charge of building the new railroad. A total of about 12,000 - 15,000 men and women are working on the Spisska Nova Ves-Kosice section, and this number is supplemented during the summer by 6,000 - 8,000 brigade workers. These workers are "volunteers" from colleges, high schools, and higher elementary schools. The brigades are organized into competitive groups. Students over 14 years old work a full eight hour day, while 10 to 14 year olds work from five to six hours daily and devote the remainder of their time to political education. Light work is done by the 6 to 10 year olds, but most of their time is taken up with political schooling.
- F-6 10. Recruiting of permanent employees is done by the CsSZ with the cooperation of the district and county national committees (ONV and KNV) and the district labor offices (OUOP). Members of the OUOP and the SNB canvass various villages and select individuals from the larger families to go to work on the railroad. Refusal to report to work is punishable by a fine of at least 2,000 Kcs, and if the drafted worker still refused to work he is sentenced to 6 - 24 months in a labor camp, in which case he has to work on the railroad anyway. Wages range from 745 Kcs to 1,675 Kcs per hour (sic), with additional compensation for working under adverse conditions, such as extreme heat or cold. Leading CsSZ personnel working on the railroad include:
- | | |
|--------------------------------|---|
| Chief of CsSZ Traffic Branch | : Ing. fnu Kracmera, age 50. |
| Krompachy | |
| Assistant Chief | : Ing. Josef Mesaros, a non-Communist. |
| Payroll clerk | : Ing. Jan Hrtjan, age 31; a non-Communist. |
| Other personnel | : Ing. Imrich Prekop, age 33. |
| | Ing. Vladimir Kovalenko, age 54. |
| Chief of CsSZ Traffic Branch | : Dr. Jan Horvath, an ardent Communist. |
| Kosice | |
| Administrative Manager, Kosice | : Ladislav Tororcer, age 34; a non-Communist. |

Attachment: Sketch map of the Spisska Nova Ves-Kosice railroad line.

~~SECRET~~CONFIDENTIAL